

February 23, 2001

**Cargo-Carrying U.S.-Flag Fleet by Area of Operation**  
**January – June 2000**  
(Carrying Capacity Expressed in Thousands of Metric Tons)

Area of Operation	Liquid Carriers		Dry Bulk Carriers		Containerships		Other Freighters*		Total Fleet	
	No.	Tons	No.	Tons	No.	Tons	No.	Tons	No.	Tons
<b>Foreign Trade</b>	<b>79</b>	<b>2,457</b>	<b>235</b>	<b>2,124</b>	<b>61</b>	<b>2,368</b>	<b>46</b>	<b>1,072</b>	<b>421</b>	<b>8,021</b>
<b>Self-propelled</b>	<b>31</b>	<b>1,952</b>	<b>10</b>	<b>477</b>	<b>61</b>	<b>2,368</b>	<b>45</b>	<b>1,052</b>	<b>147</b>	<b>5,849</b>
>=1,000 Gross Tons	31	1,952	10	477	61	2,368	45	1,052	147	5,849
< 1,000 Gross Tons	0	0	0	0	0	0	0	0	0	0
<b>Non-self-propelled**</b>	<b>48</b>	<b>505</b>	<b>225</b>	<b>1,647</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>274</b>	<b>2,172</b>
>=1,000 Gross Tons	42	498	145	1,419	0	0	1	20	188	1,937
< 1,000 Gross Tons	6	7	80	228	0	0	0	0	86	235
<b>Domestic Trade</b>	<b>3,437</b>	<b>16,393</b>	<b>21,435</b>	<b>37,186</b>	<b>50</b>	<b>757</b>	<b>3,920</b>	<b>4,621</b>	<b>28,842</b>	<b>58,957</b>
<b>Coastal (including non-contiguous)</b>	<b>599</b>	<b>9,779</b>	<b>448</b>	<b>1,596</b>	<b>50</b>	<b>757</b>	<b>1,435</b>	<b>1,658</b>	<b>2,532</b>	<b>13,790</b>
<b>Self-propelled</b>	<b>102</b>	<b>6,075</b>	<b>1</b>	<b>33</b>	<b>24</b>	<b>596</b>	<b>66</b>	<b>162</b>	<b>193</b>	<b>6,866</b>
>=1,000 Gross Tons	84	6,063	1	33	24	596	10	143	119	6,835
< 1,000 Gross Tons	18	12	0	0	0	0	56	19	74	31
<b>Non-self-propelled**</b>	<b>497</b>	<b>3,704</b>	<b>447</b>	<b>1,563</b>	<b>26</b>	<b>161</b>	<b>1,369</b>	<b>1,496</b>	<b>2,339</b>	<b>6,924</b>
>=1,000 Gross Tons	410	3,603	158	1,152	26	161	149	818	743	5,734
< 1,000 Gross Tons	87	101	289	411	0	0	1,220	678	1,596	1,190
<b>Internal Waterways</b>	<b>2,819</b>	<b>6,522</b>	<b>20,912</b>	<b>33,511</b>	<b>0</b>	<b>0</b>	<b>2,397</b>	<b>2,800</b>	<b>26,128</b>	<b>42,833</b>
<b>Self-propelled</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>18</b>	<b>26</b>	<b>18</b>
>=1,000 Gross Tons	0	0	0	0	0	0	0	0	0	0
< 1,000 Gross Tons	0	0	0	0	0	0	26	18	26	18
<b>Non-self-propelled</b>	<b>2,819</b>	<b>6,522</b>	<b>20,912</b>	<b>33,511</b>	<b>0</b>	<b>0</b>	<b>2,371</b>	<b>2,782</b>	<b>26,102</b>	<b>42,815</b>
>=1,000 Gross Tons	1,263	4,129	215	599	0	0	72	254	1,550	4,982
< 1,000 Gross Tons	1,556	2,393	20,697	32,912	0	0	2,299	2,528	24,552	37,833
<b>Great Lakes</b>	<b>19</b>	<b>92</b>	<b>75</b>	<b>2,079</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>163</b>	<b>182</b>	<b>2,334</b>
<b>Self-propelled</b>	<b>4</b>	<b>20</b>	<b>53</b>	<b>1,873</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>21</b>	<b>61</b>	<b>1,914</b>
>=1,000 Gross Tons	2	19	50	1,871	0	0	1	21	53	1,911
< 1,000 Gross Tons	2	1	3	2	0	0	3	0	8	3
<b>Non-self-propelled</b>	<b>15</b>	<b>72</b>	<b>22</b>	<b>206</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>142</b>	<b>121</b>	<b>420</b>
>=1,000 Gross Tons	14	70	7	186	0	0	4	26	25	282
< 1,000 Gross Tons	1	2	15	20	0	0	80	116	96	138
<b>TOTAL Commercial Fleet***</b>	<b>3,516</b>	<b>18,850</b>	<b>21,670</b>	<b>39,310</b>	<b>111</b>	<b>3,125</b>	<b>3,966</b>	<b>5,693</b>	<b>29,263</b>	<b>66,978</b>
<b>National Defense Reserve Fleet^</b>	<b>28</b>	<b>884</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>143</b>	<b>2,423</b>	<b>176</b>	<b>3,393</b>
Ready Reserve Force(RRF)	9	268	0	0	3	50	77	1,539	89	1,857
Other Reserve	19	616	0	0	2	36	66	884	87	1,536
<b>Other Government</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>237</b>	<b>7</b>	<b>237</b>
Sealift Vessels	0	0	0	0	0	0	7	237	7	237
<b>GRAND TOTAL</b>	<b>3,544</b>	<b>19,734</b>	<b>21,670</b>	<b>39,310</b>	<b>116</b>	<b>3,211</b>	<b>4,116</b>	<b>8,353</b>	<b>29,446</b>	<b>70,608</b>

\* Includes General Cargo, Ro-Ro, Multi-purpose, LASH vessels, and Deck Barges; Excludes Offshore Supply Vessels.

\*\* Integrated Tug Barges of 1,000 grt & greater are contained in non-self-propelled categories as follows: Foreign Trade – 2 liquid (78,300 tons), 2 dry bulk (48,100 tons), 1 other freighter (20,000); Domestic Coastal – 9 liquid (371,155 tons), 1 dry bulk (21,500 tons); Great lakes – 2 liquid (18,955), 7 dry bulk (192,700); Translakes – 1 dry bulk (5,400).

\*\*\* Excludes one passenger vessel of 7,250 Dwt operated in non-contiguous domestic trade.

^ Self-propelled vessels => 1,000 Gross Tons; excludes ten passenger vessels of 91,701 Dwt.

Source: U.S. Maritime Administration, Office of Statistical & Economic Analysis; adapted from U.S. Army Corps of Engineers, U.S. Coast Guard and U.S. Customs Service data

**U.S.-Flag Fleet of Passenger Vessels, Tugs/Towboats, and Other Work Boats\***  
**As of July 1, 2000**

<b>Type of Vessel</b>	<b>No.</b>	<b>Capacity Unit</b>
<b>Passenger Vessels</b>		<b>Passengers</b>
< 150 Passenger Capacity	753	51,774
>= 150 Passenger Capacity	512	316,290
<b>Total</b>	<b>1,265</b>	<b>368,064</b>
<b>Tugs/Towboats</b>		<b>Horsepower</b>
< 1,500 Horsepower	3,340	2,464,621
>= 1,500 Horsepower	2,111	7,273,218
<b>Total</b>	<b>5,451</b>	<b>9,737,839</b>
<b>Other Work Boats**</b>		<b>Metric Tons</b>
< 1,000 Tons Capacity	1,404	273,876
>= 1,000 Tons Capacity	113	83,508
<b>Total</b>	<b>1,517</b>	<b>357,384</b>

\* Inventory Data

\*\* Includes Crewboats, Supply, and Utility Vessels.

Source: U.S. Maritime Administration, Office of Statistical & Economic Analysis;  
adapted from U.S. Army Corps of Engineers & U.S. Coast Guard data

Contact: Tel: (202) 366-2267 FAX: (202) 366-8886 E-mail: [data@marad.dot.gov](mailto:data@marad.dot.gov)

## **U.S.-Flag Fleet Statistics Fact Sheet**

The new framework for presentation of U.S.-flag fleet statistics is intended to show the diversity of the U.S. fleet and the interaction among its segments. Separate figures are presented for vessels over and under 1000 gross tons in order to preserve former time series data. The following description is intended to assist users to fully understand the new presentation framework.

The U.S.-flag fleet statistics are presented in two tables. The first table presents the cargo-carrying U.S.-flag fleet, by area of operation, and the second table presents the fleet of passenger vessels, tugs/towboats and other workboats.

The cargo-carrying vessel table is derived as follows:

Traditional U.S. Vessel Inventory Report numbers can be found in the "Self-propelled  $\geq 1,000$  Gross Tons" lines of the new framework, with the exception of the integrated tug barges (ITB). ITB's are categorized as non-self-propelled and  $\geq 1,000$  gross tons. A footnote at the bottom of the table indicates the number of ITB's and the tonnage that is included in each vessel category.

Government-owned vessels continue to be presented under the heading "National Defense Reserve Fleet", although a new grouping (Sealift Vessels) has been added to incorporate commercially operated cargo carrying vessels. Passenger vessels are now shown in the second table (although the number of NDRF passenger vessels is described in a footnote).

The "self-propelled  $< 1,000$  Gross Tons" lines reflect vessels obtained from the U.S. Army Corps of Engineers, Waterborne Commerce of the United States (WCUS) data file and from the U.S. Customs Service vessel movement reports (Forms CF 1400/1401). They are vessels in the fleet on July 1, 1999 that were actually operated during 1999.

Non-self-propelled vessel data is obtained from the U.S. Army Corps of Engineers' WCUS, U.S. Coast Guard data files and from the U.S. Customs Service vessel movement reports. They are also the vessels in the fleet on July 1, 1999 that were actually operating during 1999.

Assignment of vessels to the  $<$  or  $\geq 1000$  gross tons categories was based on reported gross (GRT) or net (NRT) registered tonnage. Where tonnage was not reported, the vessel's dimensions were used to estimate the tonnage for assignment purposes. Because of inconsistencies within and between the source data files, additional quality control work was performed to ensure that the reported tonnage was possible within the reported vessel dimensions and that reporting errors were eliminated. This is an area in which additional work will be done in the future, in cooperation with the U.S. Army Corps of Engineers and the U.S. Coast Guard.

Great Lakes vessel data, previously reported separately, has been incorporated into the new presentation framework, and expanded to include smaller vessels, both self-propelled and non-self-propelled, drawn from the U.S. Army Corps of Engineers' WCUS file.

The second table was created to present data on vessels for which cargo-carrying capacity either was not the appropriate measure or did not reflect the true nature of the service provided. These include passenger vessels, tugs/towboats, and other workboats. This inventory data is taken directly from the U.S. Army Corps of Engineers' WCUS. It is recognized that there are quality issues associated with some of this data which will be the subject of future work as this presentation framework is further developed and refined.

Users wishing to relate data in this presentation (A) to time series created from the U.S. Merchant Marine Data Sheet tables (B) should note the following relationships:

- 1) Vessels included in (A) as "Foreign Trade, Self-propelled  $\geq$  1,000 gross tons" equal the "U.S. Foreign Trade, Foreign-to-Foreign, MSC charter and Laid-up/not trading" categories in (B);
- 2) Vessels included in (A) as "Domestic Trade, Coastal (including non-contiguous) Self-propelled  $\geq$  1,000 gross tons" equal the "Domestic Trade Coastal & Non-Contiguous and Laid-up/MARAD Custody" categories in (B);
- 3) Vessels included in (A) as "National Defense Reserve Fleet, Ready Reserve Force(RRF)" equal the Active and Inactive "Ready Reserve Force (RRF)" categories in (B);
- 4) Vessels included in (A) as "National Defense Reserve Fleet, Other Reserve" equal the Active "Other Custody and Other Reserve" and Inactive "Other Reserve (NDRF) and Non-Retention" categories in (B);
- 5) "Cruise/Passenger vessels previously included in (B) are now included in the second table of the new presentation, but their number is indicated in a footnote in (A).

Questions regarding the structure or content of this new presentation framework for the U.S. fleet should be addressed to the Office of Statistical and Economic Analysis (Tel: 202/366-2267; FAX: 202/366-8886; e-mail [data@marad.dot.gov](mailto:data@marad.dot.gov)).